

Intimations.

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
**NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.**
Vertical Sundials, BINOCLULARS AND TELESCOPES,
RICHIE'S LIQUID AND OTHER COMPASSES,
ADMIRALTY & EMERALD CHARTS,
NAUTICAL BOOKS,
English Silver & Electro-Plated Ware,
Ornamental & Co.'s Electro-Plated Ware,
GOLD & SILVER JEWELLERY
in great variety.

DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON
PATENT, at very moderate prices. 742

**THE HONGKONG
LAND INVESTMENT AND
AGENCY COMPANY,
LIMITED.**

SUBSCRIBED CAPITAL, \$5,000,000
PAID-UP CAPITAL, 2,500,000
RESERVE FUND, 1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman,
Hon. C. P. CHATEL, Managing Director,
E. A. SOLOMON, Esq.,
J. S. MOSES, Esq.,
S. C. MICHAELSEN, Esq.,
G. E. NOBLE, Esq.,
LEE SING, Esq.,
POON PONG, Esq.

**THE HONGKONG AND SHANGHAI
BANKING CORPORATION.**
MONEY ADVANCED ON MORTGAGE,
ON LAND OR BUILDINGS,
PROPERTIES
PURCHASED AND SOLD.

Estates managed, and all kinds of Agency
and Commission Business relating
to Land, &c., conducted.

Full Particulars can be obtained at the
Company's Offices, No. 5, Queen's Road
Central.

A SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 3rd May, 1889. 844

**SHANGHAI LAND INVESTMENT
COMPANY, LIMITED.**

SUBSCRIBED CAPITAL, \$1,000,000
CAPITAL PAID-UP, \$600,000

Board of Directors:
J. S. PURDON, Esq. (Chairman), of
Messrs. MATTHEW & Co.,
H. R. BEARN, Esq., of Messrs. ALFRED
DENT & Co.,
E. J. HOGG, Esq., Esq., Manager of
Hongkong & Shanghai Banking Corp.,
A. G. WOOD, Esq., of Messrs. GIBB,
LIVINGSTON & Co.

LOANS made on MORTGAGE on
LAND, BUILDINGS, &
PROPERTIES BOUGHT AND SOLD.
ESTATES managed and all kinds of
LAND, AGENCY AND COMMISSION
BUSINESS conducted.

GIBB, LIVINGSTON & Co.,
Agents.
Shanghai, July 19, 1889. 1458

THE SHARE LIST will close on Saturday,
10th August, at 1 p.m.

**THE PEAK RESIDENCES,
LIMITED.**

INCORPORATED UNDER THE COMPANIES'
ORDINANCES, 18.5 to 1889.

CAPITAL, \$250,000
DIVIDED INTO 10,000 SHARES OF
\$25 EACH.

Payable \$5 on Application, \$10 on Allotment,
and the Balance as required in
Installments of not more than \$5.

Shares taken up by the Vendors, 4,000
Shares now offered to the Public, 6,000
Total, 10,000

Directors:
Chairman:—JOSEPH W. NOBLE, Esq.,
* E. JONES HUGHES, Esq.,
* C. L. GORHAM, Esq.,
* FONG WA CHUN, Esq.,
* CHONG KAI, Esq.,
* Joins after allotment.

APPLICATIONS FOR SHARES will be
received until the 10th DAY OF AUGUST,
1889, and must be made on the proper
form for that purpose and forwarded to the
Chartered Bank of India, Australia and
China, together with the amount payable
on application.

Prospectus and Share Forms may be
had of the Bankers or at the Offices.

**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**

ARTHUR BERNARD RODYK, Esq.,
Solicitor.
Offices (pre tem),
2, D'ARQUILL STREET.
Hongkong, July 31, 1889. 1495

**HONGKONG HIGH LEVEL TRAM
WAYS COMPANY, LTD.**

TIME TABLE.

WEEK DAYS.
8 to 10 a.m. every quarter of an hour.
12 to 2 p.m. every half hour.
4 to 8 p.m. every quarter of an hour.

THURSDAYS.
NIGHT TRAM: at 10.30 and 11 p.m.

SUNDAYS.
10.40 a.m.; 12 to 1.30 p.m. every quarter of
an hour.
4 to 8 p.m. every quarter of an hour.

Special CARS may be obtained on applica-
tion to the SUPERINTENDENT.
Single Tickets are sold in the Cars. Five-
Cent Coupons and Reduced Tickets at the
Office.

MADEWEN, FRICKEL & Co.,
General Managers.
Hongkong, May 1, 1889. 221

Intimations.

**STEAM LAUNCH COMPANY,
LIMITED.**

NOTICE.

FOR THE GREATER CONVENIENCE OF THE
Public, ARRANGEMENTS are NOW
CONTINUED for the Office of the Company
to remain open until Midnight and during
SUNDAYS, where LAUNCHES can be
obtained upon Application to the Com-
pany who is in Charge.

LAUNCHES always kept under Steam off
Pedder's Wharf, and are at the Service of
the Public for proceeding to and from any
Vessel in Harbour.

SCALE OF CHARGES.
Day Service. Night Service.
Small Launch. Large Launch.
For 1st hour...\$3 \$2 \$4 \$4
For 2nd hour...\$2 \$2 \$3 \$3
For every
subsequent hour...\$1 \$2 \$2 \$3

Rates for PLYING, SHOOTING BATHING,
PRIVATE PARTIES, TOWING VESSELS AND
CARGO BOATS, for EXCURSIONS to MAOAO,
CANTON, or other places may be arranged
at the Company's Office, 1, Pedder's
Street, PLYING.

A. G. GORDON,
Secretary.
Hongkong, July 17, 1889. 1393

**CHINESE MAIL
(WAI TSE YAT U.)**

APPLICATIONS FOR THE LEASE of
this Long-established NATIVE
PAPER will be RECEIVED by the Under
signed.

GEO. MURRAY BAIN,
China Mail Office.

Insurances.
**QUEEN FIRE INSURANCE COM-
PANY.**

THE Undersigned, AGENTS for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, July 15, 1889. 1340

To Let.
TO LET.

TWO ROOMS in a House on the CAUSE-
WAY, in a highly respectable
locality. FURNISHED OR UNFURNISHED.
Immediate Possession.

Apply **"A. B. C."**
China Mail Office.
Hongkong, March 30, 1889. 602

NOTICE.
OFFICES in VICTORIA BUILDINGS TO
BE LET with immediate possession.

Apply to **ARTHUR B. RODYK.**
Hongkong, June 3, 1889. 1076

TO LET.
STORIED HOUSES, Nos. 37 & 43,
WANCHAI. Rents moderate.

Apply to **YEE HING,**
No. 5, Wanchai.
Hongkong, July 16, 1889. 1386

TO LET.
2ND FLOOR of HOUSE, No. 64, and
GROUND FLOOR of HOUSE No. 65,
Queen's Road Central.

Apply to **LAI HING & Co.,**
No. 163, Queen's Road Central.
Hongkong, July 1, 1889. 1267

TO LET.
ROOMS in "OUTING" CHAMBERS,
No. 9, SYDNEY TERRACE.

Apply to **DAVID SASSOON, SONS & Co.,**
Hongkong, July 8, 1889. 832

TO LET.
HOUSE No. 2, "SMITH'S VILLAS,"
Magazine Gap, a spacious FIVE-
ROOMED HOUSE, with Bathrooms and Out-
house. Excellent view. Expected to be
ready 1st August next.

Apply to **F. BLACKHEAD & Co.,**
Hongkong, July 2, 1889. 1234

TO LET.
THE DWELLING HOUSE, No. 2,
DOUGLAS VILLAS.

Possession from 1st May.
Apply to **DOUGLAS LAPRAIK & Co.,**
Hongkong, March 30, 1889. 603

To-day's Advertisements.
**AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.**

NOTICE TO CONSIGNEES.
FROM TRIESTE, PORT SAID, SUEZ,
ADEN, BOMBAY, COLOMBO,
PENANG & SINGAPORE.

CONSIGNEES of Cargo by the Company's
Steamer *Orion* are hereby informed that
their Cargo is hereby informed that
the Goods have been landed at their risk
into the Godowns known as "The Hong-
kong Wharf and Godowns," Wanchai, whence
delivery may be obtained.

This Vessel brings on Cargo:—
From CALCUTTA and Madras on S.S.
Noble, transhipped at Colombo.
From TRIESTE, &c. on S.S. *Imperator*,
transhipped at Bombay.

Consignees wishing to receive their Goods
at the Wharf are at liberty to do so.
No Claims will be admitted after the
Goods have been landed at their risk into
the Godowns, and all Claims must be
sent in to the Undersigned persons
NOON, on the 9th INST., or they will
NOT BE RECOGNIZED.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 18th Instant will be subject to rent.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, August 1, 1889. 1027

To-day's Advertisements.

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship
Fukien,
Captain Lewis, will be
despatched for the above
Ports TO-MORROW, the 6th Instant, at
10 a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, August 6, 1889. 1532

STEAM TO MANILA (DIRECT).
The Steamship
Manila,
Captain Thomson, will be
despatched for the above
Ports TO-MORROW (TUESDAY), the 6th Instant, at
3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, August 6, 1889. 1523

STEAM TO SHANGHAI.
The P. & O. S. N. Co.'s
Steamship
Genoa,
will leave for the above
place at 4 p.m. TO-MORROW, 6th Inst.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 5, 1889. 1482

**NAVIGAZIONE GENERALE
ITALIANA**
(FLORENCE & RUSSIAN UNITED COMPANIES).

**STEAM FOR
SINGAPORE, PENANG & BOMBAY.**
Having connection with Company's Mail
Steamers to ADEY, SUEZ, PORT SAID,
MESSINA, NAPLES, LIGORNO,
and GENOA; all MONTHLY.
ADRIATIC, LEVANTINE and SOUTH AMER-
ICAN PORTS, up to CALAO. Taking Cargo
at through rates to PERSIAN GULF
and BAGDAD.

The Co.'s Steamship
Capitaine VALLE, will be
despatched as above, on
THURSDAY, the 8th Instant, at Noon.
At BOMBAY the Steamers are discharging
in VICTORIA'S DOCK.
For further Particulars regarding Freight
and Passage, apply to
CARLOTTI & Co.,
Agents.
Hongkong, August 5, 1889. 1533

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Amelia,
Captain Nelson, will be
despatched as above on
THURSDAY, the 8th Instant.

Passengers for Europe desiring to pro-
ceed OVERLAND, can, on application to the
Undersigned, have their Tickets endorsed
for surrender at Algiers in exchange for
Compo Tickets to MARSAILLES (by Trans-
atlantic Company's express boats), and
thence to PARIS or LONDON. Algiers is 28
hours from MARSAILLES, and thence to
London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 5, 1889. 1526

NORDDEUTSCHER LLOYD.
NOTICE.

**STEAM TO YOKOHAMA, KOBE AND
NAGASAKI.**
(Passing through the INLAND SEA.)
The Co.'s Steamship
General Werder,
Captain M. Richter, will
leave for the above Ports
on or about the 8th Instant.

For further Particulars, apply to
MELOCHER & Co.,
Agents.
Hongkong, August 5, 1889. 1530

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO SHANGHAI.
The Co.'s Steamship
Capitaine G. Pöhl, will
leave for the above place
about 24 hours after arrival with the outward
German Mail.

For further Particulars, apply to
MELOCHER & Co.,
Agents.
Hongkong, August 5, 1889. 1531

NORDDEUTSCHER LLOYD.
NOTICE.

**STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID.**
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

The COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 28th day of
August, 1889, at 4 p.m., the Company's
S.S. *PREUSSEN*, Captain G. F. Pöhl,
with MAILS, PASSENGERS, SPECIES
and CARGO, will leave this port as above
cited at Genoa.

Shipping Orders will be granted till
10 a.m., Cargo will be received on board
until 1 p.m. Space and Cargo (Parcels) are
not to be sent on board; they must be
left at the Agency's Office. Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELOCHER & Co.,
Agents.
Hongkong, August 6, 1889. 1530

To-day's Advertisements.

**THE HONGKONG AND WHAMPOA
DOCK COMPANY, LIMITED.**

NOTICE.

THE CERTIFICATE of 50 SHARES in
this Company, Numbered 1298/1317,
241/6, 10221 7056, 2705/2711, 113/0,
2437/2445, standing in the Register in the
Name of Dr. A. S. Gouze having been
LOST, Notice is hereby given that a NEW
CERTIFICATE for the said 50 SHARES
will be issued forthwith on days hence, and
that the Original Certificate, unless produced
within that period, will thereupon be held
by the Company as null and void.

DAVID GILLIES,
Secretary.
Hongkong, August 6, 1889. 1535

GLEN LINE OF STEAM PACKETS.
**FROM LONDON, PENANG AND
SINGAPORE.**

THE Steamship *Glenagles*, having ar-
rived from the above Ports, Con-
signees of Cargo by her are hereby in-
formed that their Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded, un-
less notice to the contrary be given before
4 p.m. TO-DAY.

Cargo remaining undelivered after the
12th Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages or shortages not
later than the 19th Instant, otherwise they
will not be recognized.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, August 5, 1889. 1534

**DAKIN'S CANTHARIDINE
HAIR SIMULANT**

WILL not produce a growth of Hair
where the hair has already perished,
but it will effectually prevent that
falling of the Hair, which is one of the
disagreeable consequences of a residence in
this climate.

In Bottles, \$1.50 each.

**DAKIN'S
INSTANTANEOUS HAIR
DYE.**

A certain remedy for RESTORING to
BLACK or BROWN Hair which has
prematurely turned GREY. Easy applica-
tion and pleasant results.

Per Case, \$1.00.

Dakin's Prickly Heat Lotion.
The only reliable remedy for irritation
of the SKIN, scald, Etc.

Per Bottle, 60 Cents.

**DAKIN BROTHERS,
LIMITED,
HONGKONG.**

Telephone No. 60.
Hongkong, July 22, 1889. 1427

SHIPPING.
ARRIVALS.
August 3, 1889—
Hedvig, British barque, 376, N. S. Söder-
man, Tientsin July 6, Bona—BUTTERFIELD
& SWIRE.

August 4—
Actis, Danish steamer, 355, N. C. Reu-
beck, Hoihow August 3, General—AR-
THOLD KARBEN & Co.

Tsichou, British steamer, 862, John A.
Morris, Hoihow 3, General—BAN HUI
CHAI.

Robbin, British steamer, 509, J. Lewis,
Tamsui July 29, Amoy 30, and Swatow
31, General—DOUGLAS STEAMSHIP CO.
Mendala, British steamer, 1,263, R.
Nelson, Nagasaki July 30, General—BOR-
TERFIELD & SWIRE.

Orion, Austro-Hungarian steamer, 1,835,
E. V. Wies, Trieste July 10, and Suez
23, General—DAVID SASSOON, SONS
& Co.

Alwine, German steamer, 400, Bendixen,
Pakhoi August 1, and Hoihow 3, General—
WIELER & Co.

Johanna, German steamer, 440, H. Bing,
Hoihow August 3, General—CHINESE.

August 5—
Yangtze, German steamer, 814, C. N.
Tonningsen, Shanghai August 1, General—
STAMMER & Co.

Triumph, German steamer, 875, P. Moss,
Newchwang July 24, and Chiaofo—S. Bens-
—WIELER & Co.

Hongchow, British steamer, 1,001, O'Brien,
bridge, Chiaofo July 29, General—BUTTER-
FIELD & SWIRE.

Namang, British steamer, 807, B. Thom-
son, Amoy August 5 a.m., General—
JARDINE, MATHESON & Co.

Cicero, British steamer, 1,030, A. George,
Cebu July 31, Ballast—ARTHOLD, KAR-
BEN & Co.

Centon, British steamer, 1,110, J. Brom-
mer, Amoy August 4, General—JARDINE,
MATHESON & Co.

Glenagles, British steamer, 1,837, E. F.
Park, London and Singapore July 30,
General—JARDINE, MATHESON & Co.

Pakhoi, British steamer, 835, E. F. Stowell,
Bangkok July 28, General—HOR HUI
HONG.

Ganges, British steamer, 2,110, Alderton,
Bombay July 19, and Singapore 31, Mails
and General—P. & O. S. N. Co.

Memuir, British steamer, 1,427, P.
Holmes, Sydney via Queensland Ports July
12, Coal, Beche de mer, &c.—RUSSELL & Co.

Vessels Advertised as Loading.

Bangkok. Kong Beng (s).....Yuen Fat Hong.....Aug. 6, at 8 a.m.
Bremen, v. Singapore. Preussen (s).....Norddeutscher Lloyd.....Aug. 26, at 4 p.m.
London, v. Suez Canal. Menelaus (s).....Butterfield & Swire.....August 8.
London, v. Suez Canal. Tamsui (s).....P. & O. S. N. Co.....August 10, at noon.
Manila. Namang (s).....Jardine, Matheson & Co.....Aug. 6, at 3 p.m.
Marseilles, v. Saigon. Yangtze (s).....Messageries Maritimes.....August 12, at noon.
New York. (Rich. rd. Parsons).....Quick despatch.
Queensland Ports, &c. Ghazee (s).....Gibb, Livingston & Co.....Aug. 13, at 4 p.m.
Singapore, v. Japan. City of Rio de Janeiro (s).....Pacific Mail S. S. Co.....Aug. 13, at 1 p.m.
Singapore, v. Japan. Guello (s).....P. & O. S. N. Co.....Aug. 22, at 1 p.m.
Shanghai. Shanghai (s).....Stammar & Co.....August 6, at 4 p.m.
Shanghai, via Amoy. Diomed (s).....Butterfield & Swire.....August 9.
Shanghai. Preussen (s).....Norddeutscher Lloyd, Quick despatch.
Sourabaya, v. Amoy. Biangone (s).....Carlotto & Co., Agents.....August 8, at noon.
Swatow, Amoy & Peking. (s).....Jardine, Matheson & Co., Agents.....Aug. 6, at 10 a.m.
Tientsin, &c. (s).....Orion (s).....D. Sassoon, Sons & Co., Agents.....Aug. 10, at noon.
Yamaguchi (S. O.), Port Fairy (s).....Adamson, Bell & Co., Agents.....Aug. 16, at noon.
Yokohama, Kobe & Nagasaki. General Werder (s).....Norddeutscher Lloyd, Quick despatch.
Yokohama, Kobe & Nagasaki. (s).....P. & O. S. N. Co., Agents.....Aug. 18, daylight.

DEPARTURES.

August 4:—
Hongkong, for Singapore and Bombay.
Pakhoi, for Swatow.
Thalia, for Coast Ports.
Hidagahi, for Port Cookburn.
Eias, for Hoihow.
Chia Chien Kiao, for Swatow and Bangkok.
Pindar, for Nagasaki.
Yangtze, for Whampoa.
Hag-hou, for Whampoa.

CLEARED.
Fortune, for Shanghai.
Anion, for Hoihow.

PASSENGERS.
ARRIVED.
For Actis, from Hoihow, 125 Chinese.
For Tsichou, from Hoihow, 200 Chinese.
For Pakhoi, from Tamsui, Mr. Lewis, and
61 Chinese.

For Mendala, from Nagasaki, Mrs

The Committee of the Singapore branch of the Straits Association—a branch started for the purpose of organising public opinion in the Colony and bringing it to bear, in conjunction with the action of the Association in London, both on the Colonial Government and Colonial Office—has issued its first annual report. The Committee say that it has been their aim not to appear as busybodies. It was only when legislation was of an objectionable and dangerous character that interference became necessary. All the measures before the Legislative Council had been carefully considered, with regard to only one was action taken; and the Committee was able to obtain nearly all the amendments it advocated. The mode of working of the branch Association is laid down as follows:—The Committee will deal with questions as they arise, in an informal manner, without calling together the Members of the Branch, and, if this fails and it becomes necessary to support the unofficial Members of Council by an expression of public opinion, then a General Meeting of the Branch will be summoned. When will we get such an Association in Hongkong?

This news that the Japan Government has discovered that treaty revision is contrary to the constitution is not surprising. Although a popular measure in most Government circles, it aroused considerable opposition in many parts of the country. One of the objections was that the Chinese would claim equal privileges, and Japan began to fear a Chinese invasion along her coasts. Writing on the 20th ult. the Japan correspondent of the N. O. Daily News said:—If the Nippon is to be credited it is not alone amongst the unofficial class that dissatisfaction is expressed; one of two cabinet members and several of the Samurai. In advisers urging that the revision of the treaties on the present lines should be deferred, some matters in the revised treaties being inconsistent with the Imperial Constitution. It would be interesting to learn how far really the opposition which the ultimate conclusion of the long lived difficulty has engendered, lends colour to the contention which the conservative party amongst foreigners were wont to advance, that at bottom the people at large care very little for the question of Treaty Revision.

KUMAMOTO, the town where the great earthquake of July 28th has occurred, is situated near the mouth of the Kikugawa, which runs into the sea on the side of Shikoku. It is a town of some 70,000 inhabitants, and it was in the castle of Kumamoto that Saigō made his last stand against the Mikado's troops in the Satsuma rebellion. Kumamoto was once the capital of the Higo Province. It is situated, according to Professor Milne, the seismologist, in the crater of an extinct volcano, which must have been one of the largest in the world, as the crater is 22 miles in diameter. Near by is the volcano Asosa, a very large one though only 4,100 feet high, which is always smoking, though there has been no eruption since 1873. The whole region is volcanic.

Referring to the paragraph in which we announced Mr. Wade Gardner's appointment to Hongkong, we had the pleasure to add that the management of the Hongkong & Shanghai Bank in Singapore will be placed in the hands of Mr. S. B. Penang. Mr. Dow, who is well known here, was Acting Manager during Mr. Gardner's recent absence.—Straits Times.

The Singapore Free Press of 30th ult. says: The S. S. Free Press, which arrived in Singapore on Sunday last, is now in dry dock at New Harbour, where she is undergoing repairs. She is a fine vessel, and her voyage from Newcastle, N.S.W., on the East coast of Australia south of Torres Straits, near Cape Direction, she remained aground for five days and had to jettison three hundred tons of cargo. No damage was done, however, to the ship.

OUR GRAB BAG.—A silk merchant informs us (Shanghai Mercury) that he has just received a telegram from London, stating that the ladies who came into the city are buying up every last piece of the Wild Silk on the London market. Prices have gone up 2d. per lb. in consequence. This is good news for the Trade, and the fever for Tussah Raw silks will doubtless soon spread to the Continent; the native holders of Wild Silk have now refused to sell excepting at an advance in consequence.

The S. S. Benlary, which arrived in Singapore on the 30th ult., brought a portion of the long-promised armament. She had on board two 23-ton 9.2 L. guns, with their carriages and slides. The Benlary has also on board, says the Singapore Free Press, 740 packages and 10 cases of stores, as well as other material. She will have to be moved to the wharves at Tanjong Pagar to have the guns lifted out. No difficulty is anticipated in this operation as the wharves are capable of lifting 50 tons. The subsequent transportation may give some little trouble. The carriages weigh nearly 6 tons each, the side slides being about the same. The Benlary has had a capital voyage out, leaving on June 26th.

The Champloo correspondent of the Shanghai Mercury writes on the 27th July:—It is now freely stated in the capital and in this port that Yuan So Kai, the Imperial Chinese Resident, is about to return to China. His successor, the late Director-in-Chief of Telegraphs has been named. The French gunboat Chasseur has been here for the past week. R. B. M. S. Epton arrived to-day with despatches from Peking. Everything seems quiet just now. The exit of His Excellency Yuan at the present juncture in affairs is indeed most remarkable.

The Yokohama correspondent of the N. O. Daily News writes on the 25th ult. that the major portion of the fleet, consisting of the Imperatrice, Leander, Cordelia, Hyacinth, Wanderer, Porpoise and Shift, sailed from this port yesterday afternoon for Hakodadi and the annual cruise in northern waters. The Concord and the Earl of Pembroke, the latter only awaiting the arrival of the Concord, will also be present. A little disappointment is felt that we shall not have the expected opportunity of seeing the fleet, which is a strong addition to the Asiatic fleet. The fleet proceeds to Hakodadi from Nagasaki direct.

The Mr. Valerius Railway Project.—In connection with this project, we are told that the scheme for a branch from Kaitia to Blamo has been abandoned. It has been found that this line would traverse an unpopulated piece of country, very subject to floods, and would be expensive as a maintenance while doing no local traffic. As for the Blamo through traffic, it is doubted whether with two breaks (at Blamo and Sagan), the Railway line would be able to compete with river carriage. The intention, therefore, now is to take off a branch to Kaitia, which will bring Blamo within ten hours of the Railway.

The following remarks, which occur in the letter of a Yokohama correspondent to the N. O. Daily News, show that the disastrous earthquake at Kumamoto was preceded by symptoms which pointed to some volcanic disturbance. To speak of the earthquake as a surprise without referring to the exceptional weather conditions of these parts, are experiencing would indeed be strange, for the weather up to the present time has been such that we may be said to have hardly any really hot weather at all. One or two hot days have dropped in between the days of rain, but on the whole Yokohama people can congratulate themselves on the peculiar position of finding themselves in the midst of the summer without having had any of the oppressive, trying days which have hitherto been a yearly experience. Some in consequence have perhaps delayed their departure for favourite country retreats. Another strange feature to be noticed is the continuance of earthquakes far into the summer. It seems strange that they should be so frequent, but it is none the less true that earthquakes as a rule are rarely felt here during certain months. For instance, we are seldom troubled by them later than May, that is until the year begins to grow old. This year, however, June and July have been exceptions to the rule, and have had other infinitely less unpleasant visits failed to find rest anywhere.

HONGKONG RIFLE ASSOCIATION. The Faki Challenge Cup, seven shots each at 200 and 300 yards, position at former distance standing, at latter kneeling or sitting.—The first competition for Mr. Noble's handsome prize took place on Saturday, the 3rd August, when seven competitors faced the targets. As the shooting had to be hurried through during brief intervals between heavy squalls of rain, the scoring was not brilliant, and the up was won with a total of only 54 points, with Lieut. Carlyle, R.A., out of a possible 70. J. Carson P.C. was second, with 51 points.

CORRESPONDENCE.

FIRST-CLASS RISKS
To the Editor of the "China Mail,"
Hongkong, August 5, 1889.

Sir,—Referring to your report of the 'Hongkong, Canton and Macao Steamboat Company,' I see they have decided to do their own underwriting in future—a matter of course perfectly within their right if they so choose. The wisdom of which time will show. At the meeting, however, a Chinese gentleman made several statements which are calculated to mislead the public. The first was—The periodic docking of their steamers for repair under the requirements of the London Convention placed the steamers at a First Class Risk, and they ran very much less risk than the owners of sea-going vessels because sea-going vessels were not subject to overhaul of this nature.

Now the steamers are subject to the government survey to enable them to comply with the provisions of the 'Passenger Act,' and every sea-going steamer which requires a passenger certificate undergoes the same survey, but such survey will do them but little good for insurance purposes and in Hongkong will certainly not place them in the same class as the 'Risk.'

The second statement was—The waters which our steamers frequent are so well known and easy of navigation. The waters are well known but are not quite so easy of navigation as this gentleman would have us believe. The proof of this is that at least three of the leading companies running coasting steamers to Whampoa continue to employ foreigners as pilots, and the China Merchants Co. employ skilled Chinese Pilots. These companies do not employ Pilots to take their vessels into Shanghai, and the reason is this. The channels leading to Shanghai are well buoyed and lighted and the ground is all soft, so that a vessel does not hurt herself if she does get on shore. The channels up the Pearl River are not buoyed or marked in any way, and there are many sunken rocks to avoid, so that special knowledge is necessary to run a steamer in a dark night, and it is a disgrace to the Chinese Government that the river and approaches have not been marked and lighted long ago. The fishing boats alone serve to white the heads of the Pilots and Captains before their time. I know something of the river and speak from actual knowledge.

I wonder if the gentleman who spoke at the meeting knows the effect of the salt flats on the keel plate of a steel vessel. If he does, then I am sure he has blessed him with much discretion.—Yours, INSURANCE.

WATCH AND WATCH! We learn, says the 'Morning Gazette' of 2nd inst., that the steamer 'Parthia' was performing on board the Canadian Pacific steamer 'Parthia' as she was entering our harbour this morning, the occasion being the presentation by a number of passengers to Captain F. H. Wallace of an illuminated address expressing the high appreciation of his kindness during the voyage from Hongkong to this port (Amoy). The words of the address we subjoin:—

To Capt. F. H. Wallace, R.A. Parthia.
Words which tell the tale,
Of what we owe to you, you know,
For courtesies to us conveyed
While on board your ship have stayed.

The chow-chow, certainly, seemed poor,
But then to all 'a many thanks'—
When nothing places but a growl,
At salm, mutton, carried fowl.

The whisky 'tob' was 'nae a bad'—
And plenty too was to be had;
A bumper now to you we drain,
'Good luck' old man! we'll meet again.

P.S.—The Watch, duly inscribed, will be forwarded to your address at Vancouver, when received from the Waterbury Company.

THE PUNJON AND SUNGHEE DUA SAMANTAN MINING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the third ordinary half-yearly meeting to be held at the Office of the Company, Victoria, Hongkong, on Wednesday, the 7th August 1889, at 4 p.m.

The Directors have now the pleasure to submit the Accounts for the half year ending 30th September, 1888.

It will be seen that our outlay in Working Account amounts to \$41,124.10, the sum of \$12,408.00 having been disbursed at Sunghie Dui in advance to Miners, and in stores and provisions for them, nearly all of which we expect will be recovered out of their earnings.

During the six months much work was accomplished in opening up the Mine at Punjun, and a number of drifts from the shaft were driven, in some of which encouraging prospects were found. Work has since been commenced at several outlying points at a distance from Punjun where the reef appeared, and fair samples of quartz have been obtained.

Mr. Beecher found the Stamp in a very excellent condition and had them almost entirely re-conditioned; they are now in good working order, but no great amount of stamping was accomplished as the manipulation of the ore required further additions to the machinery in use to bring out anything like the assay values of the ore crushed.

Mr. Beecher is ordering in London the necessary Vanners and other machinery wanted, and he is also procuring all the Pumping Machinery which is required, and this will shortly be out and in position, and will enable us to proceed with the sinking of our shaft, which is meantime in abeyance.

Sunghie Dui.—Our working at Sunghie Dui is now under the superintendence of an experienced man and prospects there are reported to be promising.

The Capital of the Company has been increased by the issue of 20,000 Fully Paid Shares of \$1, say \$20,000.

London Committee.—A Committee has been formed in London, composed of Mr. C. D. Button, Mr. F. D. Sassoon, Mr. Alex. Meier, Mr. Adolf Ande, and the Senior Partner of Messrs James Morrison & Co., to act for the Company in the sale of any portion of our Concessions which it may be thought advisable to dispose of, and Mr. Beecher, who is in London, will advise and work with them.

During Mr. Beecher's absence, Mr. John Hardie, a gentleman of mining experience in the East, has been appointed Resident Manager at Punjun.

W. G. BRODIE, Chairman.

1st APRIL 1888, to 30th SEPTEMBER 1888.

Cost of Estate,	150,000 00
Hongkong Bank, Fixed Deposit,	36,000 00
Machinery and Plant, Construction, Buildings at Punjun and Samantan,	35,631 91
Steam-Launch 'Sri Puhang',	18,005 43
Do, 'Mandi',	1,100 00
Steel Lamps,	433 07
Steam Mill Plant,	2,365 57
Saw Mill Plant,	146 91
Water Wheel,	2,195 93
Instrument and Tools at Punjun,	2,043 13
Residence at Office,	880 88
Do, at Mines and Sunghie Dui,	1,313 98
Stores and Provisions,	3,943 99
Petty Cash,	117 08
Spools at Mines,	324 90
Optum Mine,	34 80
Manager at Punjun,	4,222 18
James Morrison & Co.,	23 46
Sundry Debtors,	1,807 38
Balance,	146,689 33
	\$ 400,071 98

By Capital,	399,750 00
By Sundry Accounts,	2,452 40
Balance due to Mines, \$265 19	
Call to be refunded,	40 00
	\$ 400,712 39

To Balance last Account,	102,565 14
To Charges,	20 82
To Salaries and Office Expenses, Rent and Office Expenses at Hongkong and Punjun,	13,333 69
To Legal Expenses,	10 00
To Disbursements in Connection,	12,408 00
To Exchange,	729 42
To Transport Machinery and Stores,	1,608 90
To Disbursements at Sunghie Dui, Lauchas Sri Puhang and Mandi, and Agencies at Kuala Lumpur and Pekan,	4,912 50
To Roads and Bridges, Mining Exploitations and Explorations,	2,781 47
To Hotel and Travelling Expenses,	846 35
To Stamp Mill Working Account,	491 60
To Water Supply,	130 73
To Police,	268 48
To Gold Concentrator,	1,957 72
To Transport of Coolies,	325 00
To Plant and Wood Account,	247 50
To Shipment of Ore to San Francisco,	19 77
To Firewood and Charcoal Account,	217 49
To General and Assaying Expenses,	342 53
To Royalty Sultan of Pahang,	2,951 62
To Tramway Account,	226 48
To Disbursements Stamp Mill, Machinery and Plant,	612 80
To Dam and Water Supply,	77 20
To Commission,	440 42
To Auditors' Fees,	15 00
	\$ 148,218 64

By Earnings Steam-Launch 'Sri Puhang',	1,033 39
By Interest,	450 67
By Transfer Fees,	34 25
Balance,	146,689 33
	\$ 148,218 64

E. & O. E.
HONGKONG, 3rd August 1889.
A. O. GOURDIN,
Secretary.

We have compared the above Statement with the Books, Vouchers, and Securities of the Company, and certify the same to be correct.

G. S. COXON,
F. RENDERSON, Auditors.

RAILWAYS IN CHINA.

IMPORTANT MEMORIAL FROM THE GOVERNOR OF Kiangnan.

In to-day's native press, says the Shanghai Mercury of 30th ult., appears an important memorial on the question of railways generally in China by the Governor of this province. The writer, who has evidently studied the question to some extent, may be ranked with the other high Chinese officials who advocate the general introduction of the iron-horse into China for both military and commercial reasons.

The memorial is a very formidable document in length, and we must therefore in dealing with it, confine ourselves to a sketch of its most salient features. The Governor of Kiangnan, it would seem from his utterances, is driven to recognize the importance of China following the example of all other civilized countries, principally because he is afraid that in the grand race China may be outstripped, if she does not keep up with the times, and be deprived of some of her territories, if she lags behind her neighbours in offensive preparations.

The operations of the Russian railway contractors on her North-western frontier, and the recent aggression when the power of the Trans-Siberian project are pointed out by him as an early stage of his memorial, have a long railway in her northern territory. He points out that the Trans-Siberian Railway is finished, it will be a very easy matter for Russian troops to be transported from one point to another, and his instances the Amoor province as parts still in vital need of protection by a railway which would enable them to be in a position to resist them. He also refers to a railway line from Tientsin to Shan-hai kwan, which is exactly what all strategists who have given China gratuitous advice have advocated, particularly the ingenious and disinterested strategists who preside over our Tientsin consulates. He also refers to an extension from this line to Ho-ang-kang, which is the Amoor region, with branch lines to Kirin, and Ning-kia-shan. This portion of the railway system, the construction of which he commends us, we take it, more with a view to strategic advantages than for commercial reasons, for in reference to the latter he says that the facilities which China's northern neighbour has now, and will shortly possess in even a greater degree, for the massing of troops in double quick time wherever she may require them in North-eastern Asia. In fact the dread of the Russian advance is the main motive which has taken possession of the Governor at Soochow. The advantages of tapping the vast, but almost unknown, resources of the distant provinces of Yunnan and Kiangshy are pointed out, and the Governor thinks that the railway will be of great use to him. He also refers to the construction of a branch line to Kuldja. He further recommends the ultimate extension of the line in a South-westerly direction to Kachgar. After then proceeds to speak of the importance of being able to transport troops quickly into these regions, and the distance from the coast which it would be to have a new field to which the people could be sent from the more congested provinces, by which their own position would be improved, and by the cultivation of large tracts, at present unproductive, the country rendered so much richer and more important a factor in commercial advantages which a widespread railway system would ensure, to the richness of the copper and other mines of Yunnan and Kiangshy, which are now almost undeveloped, and which he says would give a valuable return of a means of sending them to market, and the distance from the coast, the importance of improving the means of communication between the capital, Peking, and the Southern provinces, and states that every day the present route by creeks and canal is becoming more blocked up and that the railway will be of great use to him. He also refers to the construction of a branch line along the Yangtze, should be a matter for future consideration. He gives a fairly correct history of railway development in other countries, mentioning that railways were first tried in England, where he says their general adoption was slow, and had to be introduced by the Government. He then refers to the rapid development of the railway in Japan, which he says, along with another insignificant country, Turkey, is far before China in means of rapid communication. He then touches upon the very practical point as to how China is to raise the money wherewithal for these enterprises.

He introduces with a few little remarks at the grasping of Foreign financiers, exacting eight or ten per cent. from China for loans, whereas they could only get three per cent. at home. He thinks that this alone should cause China to pause before she resorts to Foreign capital to build her railways. He then refers to the advantages which they have given to the China Merchants' Steam Navigation Company. He further urges, as an argument in favour of the adoption of railways, that the Chinese were at first opposed to steamers and telegraphs, which have now been firmly established, and with great and great success, and that they have now been introduced into the country, and that he was not in favour of telegraphs, railways, and steamers when he was an official in Peking, but after coming out of the capital he has found that the construction of railways is of urgent importance.

THE OXUS-ANDAYE COLLISION.

The following is the Ceylon Observer's account of the sinking of the Andayir in Aden harbour, obtained from Mr. Williams, of the Ceylon P. W. D., and Mr. Shand of Ceylon.

The collision happened in the early morning of the 1st inst. We had arrived at Aden harbour about 3 a.m., and dropped anchor outside for an hour or two. When the pilot came on board we picked it up again and began to make for the inner harbour. I was on deck with a number of others, and was watching the steamer as she came in. The boats collided. We could see that a collision was inevitable, and the officers of both vessels of course saw it. At the time of actual impact both boats were going full speed ahead. When I saw that they must come together I went down and collected my things, and then came up and saw the collision. The Oxus struck us on the starboard side at the forward part of the engine-room and then glided all down the starboard side till she got about the after companion way, and then she cleared. The Oxus, of course, woke every one, and then she went on and made for the inner harbour. There was some confusion there as well, and the lowering of boats. Though there was some confusion there was no panic. At the first alarm the Chinese coolies made a rush for the boats, and they were quickly stopped by the officers and the passengers. There was no loss of life or property. There was no loss of boat-homesteads, and some boats

from the Oxus also came to their assistance, but chiefly to take away the mail.

But I do not yet understand how the collision occurred when both boats were in sight of each other all the time.

Well, you see, we were entering the harbour, and so was the Oxus. When you get inside Aden harbour you have to do a little manoeuvring to get into the inner harbour. The collision was a general crash like the breaking of a stick. The collision smashed the rail for ten or twelve feet, and the bow of the Oxus came right into the side of the Andayir, making a great hole, by which the water rushed in, and put out the fire and the electric light. This left everything below in darkness and tended to greater confusion. The English passengers on board did not think the French Officers acted very well; they lost their heads. If a big piece of canvas had been put down at the side the water would not have sunk. This is a very common remedy, and a most useful one. But as nothing of this kind was done the passengers were hurried into the boats as quickly as possible, and taken on board the Oxus and then ashore, where they remained till arrangements were made for them to come on to the Andayir. The Messageries people found the best accommodation they could for the passengers at the hotel. The Oxus was scarcely injured at all, and no one appeared to have been hurt except, I believe, one man belonging to the crew of the Andayir. All the cargo and passengers' luggage went down, but the mails were saved. Many of the passengers have, of course, lost almost everything but their lives. We were at Aden five days, and the French Officers, I believe, came in here when we came on board, and we were treated very kindly. All the arrangements were made by the agents of the M. M. Company. There were only five Englishmen on board.

Mr. Shand, Mr. Gisset, and myself (Mr. Williams) of Ceylon, Mr. Orzal of Singapore, and Mr. de la Riviere of Calcutta. The Andayir is still visible. The stern is resting on the bottom and the fore part is right above the water, but at high tide the water goes over the bridge.

The account given by Mr. Shand is very much the same as the one given by Mr. Williams. He says:—

'We arrived off Aden harbour at 2 a.m. on Thursday, the 1st, and anchored till 5 o'clock. We then, with a pilot on board, made for the harbour entrance. We were close in, when we saw the S. S. Oxus, of the French line, trying to enter at the same time. She was coming towards our bows as though to tack round us. She was going at eight knots an hour, while the Andayir was going slowly. I was sitting on the rail on the port side, and saw we were in for a collision. Just after the Oxus struck us, I believe, on the starboard side. Struck us again, and I saw some of our boats smashed and the bulwarks knocked in. The Andayir began to fill at once. The excitement was tremendous. The French Officers acknowledged afterwards that they lost their heads, and the passengers were rushing about. We had no ladies to look after so we stayed where we were, until it could be seen what was to be done next. The Oxus lowered her bows and commenced to take our passengers on board. Some of the boats were sent out, but they were not wanted. The Englishmen from Colombo, Mr. Williams, of the P. W. D., Mr. Gisset, and myself were about the last to leave the ship. When we got down to the Oxus they shouted out to us in French to be quick, as they wanted to get under way. I said, 'I will have run up down, and you want to run away without us. They wanted to take the Andayir by force. They tried to do so, but had to give it up. After I got on board the Oxus I returned to recover what luggage I could. I got the French flag and some of my baggage. I saw the engine, and lost all my other baggage. There were six feet of water in the saloon then, and the passengers whose cabins were there lost all. This was about three-quarters of an hour after she had been struck. The vessel was settling down fast. She began to sink, and I saw some of the other boats of the line, and another three-quarters of an hour, the bows remained above water. There are two million francs of specie on board. The Oxus, which was not damaged at all, sailed after the inquiry, took place next day. It was conducted by General Hogg. He found that the French flag was to blame, as it was shown that she was in the lights that we were moving or about to do so. The rule is that two vessels must endeavour to enter the harbour at the same time; one or other should have stopped, and neither did so. With reference to raising the Andayir, there was left it was blowing a good gale, and I do not think much of the chances. The officers on board the P. & O. Calcutta say that with such a sea running she would go to pieces in three or four days.

THE AUSTRALIAN MAIL.

The steamer Menzies arrived this evening with the Australian Mail. We take the following telegrams from our exchanges:—

MR. HERBERT ROBINSON, Governor of the Cape, has declined the overtures which were made to him to come forward as a candidate for Dover, in the House of Commons.

THE CROOKIN MURDER. London, July 9.—Some further facts have been made public in connection with the murder of Dr. Crookin at Chicago. A man who committed suicide in a sensational manner at Chicago last night, has been identified as the man who shot Dr. Crookin to death. The man was named John J. Sullivan, and he was a native of America. He was arrested by the police in America, has taken place at Richmond. The fight lasted two hours and a quarter, and he was killed by 2000 persons. Sullivan was shot in the chest, and he fell constantly in order to avoid punishment. Seventy-two persons were fought, Sullivan apparently beating Kilrain.

THE FRENCH AMBULANCE. London, July 8.—The French Chamber of Deputies has accepted the amendment made by the Senate in the Army Bill, assigning those attending military duties to the year's military service, and arranging that priests shall engage in hospital duties during the time of war. M. de Freycinet declares that the bill will be the means of adding a million men to the army.

THE AMERICAN IN AMERICA. London, July 8.—The American press has been full of reports of the capture of 20,000 dollars and the championship, between John L. Sullivan and Jake Kilrain, which was previously stopped by the police in America, has taken place at Richmond. The fight lasted two hours and a quarter, and he was killed by 2000 persons. Sullivan was shot in the chest, and he fell constantly in order to avoid punishment. Seventy-two persons were fought, Sullivan apparently beating Kilrain.

THE ST. JAMES'S GAZETTE CASE. London, July 8.—The action brought by Mr. Frederic Greenwood, lately editor of the St. James's Gazette, against Mr. Gibbs, late proprietor of the Conservative Review, to secure compensation for the loss of the paper from that position upon the sale of the paper to Mr. Halkett, has been settled by the Court. Mr. Greenwood's claim and costs being paid by defendant.

THE COLLIERIES COMMISSIONERS. London, July 8.—The Earl of Shaftesbury and Mr. O'Connor will sign a bill on Monday next for the

Beiling Championship. The race will take place on the 9th of September.

NEWS BY THE MAIL.

The P. & O. steamer Ganges arrived to-day with the French mail of 26th June and the English mail of 5th July. We take the following telegrams from Ceylon and Indian exchanges:—

CONVERSION OF SOVIET STOCK. London, July 18.—The Egyptian Government have addressed a fresh note to France urging her adhesion to the scheme for conversion of preference stock.

PARIS, July 21.—The French Government, in reply to the last Egyptian note, have finally refused their adhesion to the scheme for conversion of Egyptian preference debt.

GRANTS TO THE ROYAL FAMILY. London, July 18.—It is understood that Mr. Gladstone has proposed a compromise on the question of grants to the members of the Royal Family, by giving £5,000 a year to the Prince of Wales £40,000 extra yearly, making a total of £250,000 per annum.

THE BISMARCK MOVEMENT. London, 18th July.—At a conference for the P. & O. Bismarck movement, it was resolved to form a committee and call meetings in the principal constituencies to forward the movement.

THE PHOTO LETTERS. London, 19th July.—The Parnellite members of the National League, who are in the Committee to enquire into the Parnellite letters, have been granted, to bring forth some startling revelations.

WINNER OF THE QUEEN'S PRIZE. London, 18th July.—The Canadian team has won the Kellogg Cup at Wimbledon, having scored 657, while the mother country scored 684.

WEST CAMBRIAN ELECTION. London, 18th July.—Mr. Lloyd Morgan, the Gladstonian Liberal candidate, has been elected member for West Cambrian in place of Mr. Parnell, the Conservative member, defeating Mr. Drummond, Conservative candidate, by a majority of seven hundred.

THE PORTLAND STAKES. London, 17th July.—The following is the result of the race for the Portland Stakes of six thousand sovereigns, for two year olds, run at Leicester to-day:—

Mr. Henry Milner's Riviera	1
Baron Rothschild's Hezume	2
Lord Rodney's Formidable	3

CLIPPER STAKES. London, 19th July.—The following is the result of the race for the Clipper Stakes of ten thousand sovereigns, run at Sandown Park to-day:—

Duke of Portland's Argyle	1
Mr. Douglas Baird's Eldorado	2
Mr. Manton's Section	3

CONSTANTINOPLE, July 20th.—Several battalions of Turkish troops have been ordered from Beyrouth to Orate.

MR. PARNELL IN EDINBURGH. London, 20th July.—Mr. Parnell has arrived in Edinburgh, where he has been received by the friends of the Gaelic cause, and is preparing to move to the Imperial yacht Hohenzollern and twelve war vessels of the Imperial German navy and staff. The German vessels will be well out of the line of the British men-of-war, which will be moved to Portsmouth from the Clyde, and will be specially mobilised to be commissioned on the 10th inst. They will, it is expected, leave the several ports at which they hoist the pennant, and proceed on a short independent cruise, and will be seen at Spanish Bay, &c. All will set out on Sunday, the 27th inst., when there will be a sort of informal inspection by the Shah, who on that day will be crossing to Osborne to take leave of the Queen before leaving England for Paris.

THE BALKAN QUESTION. London, July 16.—The Vienna correspondent of the Times writes this morning that Austria is becoming alarmed at Russia's encroachments in the Balkan peninsula, which she alleges are under false pretences, and that she will shortly demand to know whether Russia really means war or peace.

London, July 18.—The Vienna correspondent of the Times wires this morning that a

